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**Industrial development: Chessie
maps a winning strategy**

November 9, 1981

RAILWAY AGE

**BART girds
for growth**



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RAILWAY AGE

November 9, 1981

FEATURES



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- 20 Revamped Elkhart yard gets cars on the move—fast**
Conrail's upgrading at Elkhart, part of a \$60-million systemwide yard improvement program, has reduced switching costs and cut terminal car-time.
- 22 BART girds for growth**
Now operating at close to its original targets, BART foresees a need to double its capacity in the next five years and is working toward that goal.
- 24 In full LRV operation, Muni Metro packs them in**
Overall ridership on Muni's five rail lines has increased by 40-50% since subway LRV service started. The Boeing cars are working "remarkably well."
- 30 Chessie maps a winning ID strategy**
For industries seeking to locate plants along Chessie System railroads, there's a wealth of information available—including 10,000 maps of on-line sites.
- 34 MoPac finds that car-scheduling works**
The railroad's experiment in scheduling cars (not trains) has proved so successful that it has been extended systemwide; and it could soon go interline.
- 36 Alternative fuels: More tests (and more money) are needed**
Early results of Southwest Research Institute's program show promise—but funds are needed to move into the development and demonstration stage.

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COVER: BART photo by William G. Middleton

REVENUES AND EXPENSES OF RAILWAYS

Second quarter figures of calendar year 1981

(Dollar figures are stated in thousands, i.e., with last three digits omitted)

		Operating revenues				Operating expenses										1981			
				Total 1981	Total 1980	Way & structures		Equipment			Total 1981	Total 1980	Operating ratio 1981	Operating ratio 1980	Income after fixed charges 1981	Income after fixed charges 1980	Net Ry. operating income 1981	Net income 1981	Net income 1980
		Freight	Other			Total 1981	Total 1980	Deprec.	1981	Deprec.									
Amtrak	3 mos		300 527	300 527	278 303	18 965	16 096	1 260	91 876	84 290	18 872	332 696	284 706	110 70	102 30	(48 508)	(15 652)	(32 168)	(48 508)
	6 mos	574 748	574 748	574 748	534 780	40 887	32 589	2 198	172 817	166 027	34 162	637 972	550 017	111 00	102 84	(94 238)	(31 329)	(63 222)	(94 238)
Atchafalaya, Topeka & Santa Fe	3 mos	597 136	13 059	610 195	530 255	107 807	99 014	3 719	129 065	114 434	21 474	568 855	496 588	93 22	93 65	35 209	27 498	30 689	24 312
	6 mos	1 165 446	25 982	1 191 428	1 041 672	196 436	178 630	7 277	256 711	229 068	42 292	1 103 430	976 370	92 61	93 73	75 377	54 149	66 046	52 928
Baltimore & Ohio	3 mos	236 484	8 233	244 717	239 299	59 869	53 293	1 747	54 618	51 590	8 003	240 469	226 290	98 26	94 56	23 294	11 348	(2 339)	16 163
	6 mos	479 848	16 410	496 258	471 434	96 929	85 680	3 499	112 467	108 755	15 485	474 685	442 398	95 65	93 84	39 544	23 734	10 983	27 816
Bessemer & Lake Erie	3 mos	27 449	1 820	29 269	32 804	4 549	4 014	682	711	4 320	1 312	20 619	19 784	70 44	60 31	9 972	13 928	3 450	4 770
	6 mos	48 344	3 316	51 660	51 907	7 278	8 136	1 364	3 172	9 272	2 664	37 396	40 079	72 38	72 21	17 301	14 097	5 640	8 674
Boston & Maine	3 mos	29 419	1 546	30 965	29 081	6 369	5 148	281	7 674	6 783	360	31 316	27 839	101 13	95 72	712	1 664	(282)	518
	6 mos	58 322	3 199	61 521	57 025	11 935	10 212	563	15 762	14 574	720	61 261	56 495	99 57	99 07	2 338	1 536	395	1 948
Burlington Northern	3 mos	909 404	21 401	930 805	691 136	209 174	150 536	5 421	199 819	151 473	18 497	897 883	657 267	96 46	95 09	44 997	40 733	22 736	34 781
	6 mos	1 807 280	46 631	1 853 911	1 371 003	333 552	244 884	11 101	399 409	295 504	36 507	1 718 574	1 258 586	92 69	91 80	170 120	136 732	90 075	124 800
Chesapeake & Ohio	3 mos	173 965	8 848	182 813	256 907	56 878	49 306	1 883	58 114	50 774	3 941	227 400	217 433	124 38	84 63	(21 607)	55 567	(31 416)	(8 271)
	6 mos	412 845	16 903	429 748	461 435	92 112	80 084	3 761	107 756	101 359	7 168	443 582	410 716	103 21	88 43	30 844	81 669	(15 267)	29 541
Chicago & North Western	3 mos	224 977	26 262	251 239	217 415	57 077	50 526	1 130	54 036	56 174	4 423	243 198	221 600	96 79	101 92	2 800	(11 134)	7 531	7 788
	6 mos	461 727	49 334	511 061	431 454	102 286	87 941	2 253	116 235	111 055	8 708	488 688	431 682	95 62	100 05	13 102	(9 211)	23 249	18 054
Chicago, Milwaukee, St. Paul & Pac.	3 mos	90 385	12 741	103 126	85 934	24 160	108 516	59	31 593	35 174	3 529	120 554	204 233	116 89	237 66	38 530	(61 238)	(17 804)	36 956
	6 mos	181 781	24 293	206 074	192 383	34 102	151 470	1 368	66 957	78 309	7 917	231 218	367 967	112 20	191 26	179 266	(99 724)	(26 145)	177 611
Clinchfield	3 mos	20 682	202	20 884	23 873	4 566	3 879	111	3 590	3 670	981	17 786	16 464	85 16	68 96	5	5	3 441	
	6 mos	47 330	455	47 785	43 279	8 811	7 366	222	7 673	6 681	1 965	37 259	31 369	77 97	72 47	8	5	11 587	
Colorado & Southern	3 mos	36 699	643	37 342	31 096	8 106	6 093	61	9 775	6 377	702	39 827	29 559	106 55	95 05	607	5 773	(1 381)	1 711
	6 mos	73 808	1 136	74 944	60 695	14 208	10 698	132	17 611	13 732	1 414	71 237	56 450	95 05	93 00	13 296	13 095	2 836	12 425
Conrail	3 mos	853 521	167 935	1 021 456	946 533	180 134	214 229	6 482	262 822	266 055	34 979	1 021 731	1 052 424	100 22	111 20	(12 593)	(12 411)	1 581	(1 368)
	6 mos	1 694 252	338 868	2 033 120	1 912 468	338 298	363 598	11 499	540 489	542 287	70 488	2 084 560	2 096 166	102 53	109 60	(70 898)	(208 344)	49 418	(69 459)
Delaware & Hudson	3 mos	29 549	1 466	31 015	29 976	5 054	4 906	154	8 289	8 559	642	31 459	29 848	101 43	99 57	(1 837)	(306 513)	(338)	(1 837)
	6 mos	56 803	2 368	59 171	58 648	10 220	9 201	288	17 041	17 373	1 271	63 138	59 252	106 70	101 02	(6 820)	(1 807)	(3 755)	(6 820)
Denver & Rio Grande Western	3 mos	81 676	1 444	83 120	67 230	15 992	11 831	627	12 458	10 190	3 392	73 314	58 540	88 20	87 00	9 300	7 261	5 953	5 418
	6 mos	160 476	2 823	163 299	136 083	29 318	23 250	1 248	24 742	21 609	6 792	140 852	118 349	86 25	86 96	21 289	15 019	13 578	12 356
Detroit, Toledo & Ironton	3 mos	21 746	761	22 507	18 060	4 209	3 051	172	6 530	5 949	1 132	22 459	19 857	99 78	109 94	(947)	(2 078)	65	(547)
	6 mos	42 954	1 725	44 679	38 626	6 930	5 411	344	12 453	11 813	2 256	43 135	39 414	96 54	102 03	(264)	(1 195)	1 571	(264)
Duluth, Missabe & Iron Range	3 mos	32 704	1 513	34 217	29 678	6 604	6 787	470	3 247	3 357	719	21 344	20 506	82 23	83 04	11 527	10 167	6 251	7 287
	6 mos	47 359	1 822	49 181	45 297	12 408	13 011	1 144	6 505	3 217	1 414	40 231	36 688	81 80	78 78	10 206	11 547	1 499	5 679
Elgin, Joliet & Eastern	3 mos	16 761	11 859	28 620	29 826	3 817	4 020	194	4 099	4 150	1 831	24 612	26 300	85 99	88 18	5 227	6 060	1 556	2 775
	6 mos	34 814	23 417	58 231	61 084	6 806	7 395	387	7 058	9 260	3 651	47 488	52 538	81 55	86 00	13 612	13 214	4 547	7 151
Florida East Coast	3 mos	26 129	496	26 625	22 999	6 484	4 181	236	4 257	3 758	1 212	22 779	16 960	85 55	75 60	6 548	6 051	1 579	1 179
	6 mos	51 452	1 074	52 526	46 885	13 279	9 128	470	7 943	7 234	2 394	45 328	34 410	86 29	74 99	10 767	14 233	3 794	5 133
Ft. Worth & Denver	3 mos	39 128	717	39 845	35 672	6 651	5 821	86	8 563	9 203	136	35 676	31 479	89 53	88 24	4 125	3 916	2 708	2 754
	6 mos	81 134	1 589	82 733	66 969	13 357	10 363	169	17 635	16 136	272	68 534	55 675	82 83	83 14	14 306	10 986	9 254	9 361
Grand Trunk Western	3 mos	58 965	2 378	61 343	46 636	9 289	7 548	322	12 644	8 932	1 496	60 357	47 406	98 08	101 65	25	(816)	1 059	(48)
	6 mos	111 584	4 638	116 222	100 949	15 268	12 696	645	24 101	22 711	2 944	113 800	99 799	97 09	99 75	1 477	793	4 683	2 792

*Includes real estate sales

Biloxi Central Gulf	3 mos	221,896	18,916	240,812	234,511	55,803	49,757	1,847	67,082	63,296	7,354	256,627	244,373	106,56	104,20	(19,683)	(17,529)	(12,060)	(16,514)	(16,139)
	6 mos	478,165	39,003	517,168	483,191	101,687	87,044	3,719	140,722	128,323	14,695	522,664	479,671	101,06	99,33	(9,779)	(11,129)	(3,644)	(9,071)	(10,684)
Kansas City Southern	3 mos	72,314	3,732	76,046	66,591	15,568	12,742	761	16,721	16,693	4,148	67,612	59,064	88,90	88,69	7,763	7,311	6,427	5,719	5,423
	6 mos	143,789	7,308	151,097	133,580	29,513	23,568	1,525	33,098	31,901	8,112	132,528	116,331	87,71	87,08	17,025	15,657	14,508	12,894	12,269
Long Island	3 mos	5,222	89,685	94,907	92,910	19,877	19,057	826	23,306	17,805	1,767	103,899	93,588	109,47	100,73	(9,251)	(1,005)	(7,930)	(9,251)	(1,005)
	6 mos	10,516	171,311	182,447	177,336	39,518	36,661	1,651	45,791	37,215	3,107	204,326	182,942	111,99	103,16	(22,290)	(6,132)	(19,744)	(22,290)	(6,132)
Louisville & Nashville	3 mos	302,249	5,563	207,812	260,959	56,416	45,839	1,562	65,554	59,584	10,633	281,703	244,285	91,51	93,61	17,471	10,689	24,889	15,177	9,908
	6 mos	607,403	11,437	618,840	524,716	103,107	87,145	3,091	136,039	126,622	21,003	564,194	497,933	91,16	94,89	40,078	17,243	51,973	34,953	15,992
Missouri-Kansas-Texas	3 mos	63,280	4,132	67,412	53,143	14,446	8,776	244	17,004	15,567	891	63,127	49,888	93,64	93,87	1,483	1,150	5,943	2,983	1,150
	6 mos	129,088	7,654	136,742	103,003	24,300	15,116	488	37,882	30,576	1,794	125,867	96,925	92,04	94,09	5,657	2,394	13,191	7,667	2,894
Missouri Pacific	3 mos	459,113	12,684	471,797	416,101	74,772	64,549	2,456	103,633	92,270	15,623	410,732	360,432	87,05	86,62	56,684	48,727	46,214	39,293	34,423
	6 mos	923,757	26,397	950,154	814,911	142,243	111,109	4,871	211,193	186,746	30,480	823,053	708,973	86,52	87,00	115,669	91,025	95,056	78,489	63,649
Norfolk & Western	3 mos	334,016	13,019	347,035	401,532	78,568	74,185	3,454	59,356	68,708	13,748	306,274	313,576	88,25	78,09	47,016	97,630	21,079	26,190	59,000
	6 mos	764,715	27,348	792,063	768,674	136,174	122,305	6,871	134,346	141,780	27,403	631,911	609,942	79,78	79,34	182,613	175,720	84,766	104,826	107,304
Pittsburgh & Lake Erie	3 mos	18,365	1,280	19,645	22,566	3,579	3,297	36	3,103	1,449	252	18,263	15,958	92,96	70,71	(1,093)	3,225	1,162	(1,318)	2,598
	6 mos	36,208	2,756	38,964	41,486	6,444	6,086	66	6,229	2,539	486	36,530	30,494	93,75	73,50	(1,814)	4,495	2,062	(2,196)	3,461
St. Louis Southwestern	3 mos	99,662	1,519	101,181	72,491	17,857	13,313	506	17,372	13,637	6,137	88,042	69,483	87,01	96,85	11,359	2,357	9,413	7,633	1,327
	6 mos	189,138	3,084	192,222	140,547	33,256	22,299	1,054	32,584	22,864	12,333	167,752	126,047	87,26	89,68	21,051	12,396	17,734	14,315	8,821
Seaboard Coast Line	3 mos	318,570	9,235	327,805	300,009	59,634	50,712	2,320	76,739	71,586	9,816	306,877	275,009	93,61	91,66	40,978	45,753	20,614	40,582	43,510
	6 mos	651,094	20,130	671,224	602,180	113,860	98,757	6,639	155,935	141,552	19,102	612,746	548,642	91,28	91,10	105,477	86,640	54,549	101,386	82,037
Seo Line	3 mos	78,630	1,298	79,928	71,143	20,879	18,285	378	14,386	14,447	2,061	69,855	65,849	87,39	92,55	10,403	5,841	6,339	6,411	4,157
	6 mos	156,482	2,910	159,932	151,318	31,723	28,347	752	29,120	30,371	4,065	132,010	129,254	82,82	85,41	28,254	22,612	17,128	17,501	15,144
Southern	3 mos	428,619	9,533	438,152	411,045	67,541	68,964	4,502	80,335	73,529	19,911	352,807	332,125	80,52	80,80	81,577	70,634	57,704	52,527	49,343
	6 mos	856,129	19,478	875,607	812,031	125,564	133,358	9,026	160,362	147,148	39,164	696,451	657,520	79,53	80,97	173,130	145,391	120,371	111,634	100,557
Southern Pacific	3 mos	593,798	17,270	611,068	501,163	96,767	63,047	5,062	150,043	133,583	21,546	591,675	493,631	96,82	98,53	21,235	3,728	15,917	18,001	1,316
	6 mos	1,123,062	33,295	1,156,357	998,589	175,972	125,670	9,949	285,917	266,012	43,221	1,130,784	996,129	97,78	99,75	24,918	(5,721)	21,991	21,751	(5,371)
Union Pacific	3 mos	532,702	7,857	540,559	481,732	92,300	79,952	3,027	105,044	95,949	24,462	470,262	427,581	86,99	88,75	57,749	41,924	47,136	34,509	31,090
	6 mos	1,059,989	15,598	1,075,587	959,214	162,645	157,487	5,957	204,428	188,718	48,971	910,183	845,456	84,62	89,14	139,605	89,891	113,201	87,277	66,513
Western Maryland	3 mos	19,679	978	20,657	24,978	5,642	5,708	194	3,084	2,966	1,636	17,624	19,223	85,31	76,96	2,879	6,633	1,777	1,615	4,301
	6 mos	41,168	1,968	43,136	44,523	10,199	9,717	387	5,074	6,348	3,209	37,254	37,994	86,36	85,33	5,775	7,654	3,365	3,241	4,842
Western Pacific	3 mos	46,105	511	46,616	42,702	8,185	6,081	102	10,910	11,874	1,667	49,656	46,241	106,52	108,28	(2,554)	(1,679)	(2,646)	(2,199)	(1,465)
	6 mos	94,055	1,123	95,847	85,683	14,734	11,106	193	21,609	21,566	3,347	96,282	88,185	100,45	102,92	(375)	(863)	(366)	(385)	(815)

RAILWAY AGE ADVERTISING SALES

William J. Cavenagh, Director
New York, N.Y. 10014
345 Hudson Street (212) 620-7200
W. Arthur Cabbage, Regional
Sales Mgr.

Chicago, Ill. 60602

29 E. Madison St. (312) 641-5815
Robert D. Bartley, Regional Mgr.
Glen A. Schueller
Regional Sales Mgr.
Pittsburgh, Pa. 15237
1005 McKnight Park Drive
McKnight East
Telephone (412) 366-0702
Ronald M. Gallonardo
Regional Sales Mgr.
Houston, TX 77079
Hawley-Lindenberger & Assoc.
17777 Katy Freeway
Suite 155
(713) 870-0470
Robert Hawley
Gary Linderberger

Dallas, Tex. 75225

P.O. Box 25045
Preston Station
(214) 361-6972
Joseph Sanders

Santa Monica, CA 90403

2444 Wilshire Blvd.
(213) 829-0281
Fred Klarer, Jr.
Ed Klarer

Sausalito, Cal. 94965

3030 Bridgeway Building
(415) 332-6750
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Market

CARLOADINGS

Loadings of revenue freight in the week ended October 17 totaled 435,551 cars, according to the Association of American Railroads. This was a decrease of 14,483 cars, or 3.2%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended October 17 are estimated at 18.8 billion, an increase of 1.2% above the corresponding week of 1980.

REVENUE FREIGHT CARLOADINGS

Commodity	Oct. 17 week	Oct. 10 week
Grain	24,501	24,689
Farm products	6,074	5,568
Metallic ores	28,843	30,012
Coal	137,668	133,640
Crushed stone, gravel & sand	13,046	12,861
Nonmetallic minerals	11,961	11,886
Grain mill products	14,133	14,418
Food & kindred products	15,394	15,169
Primary forest products	17,919	18,209
Lumber & wood products (except furniture)	6,322	6,021
Pulp, paper & allied products	18,399	18,220
Chemicals & allied products	24,557	24,232
Petroleum products	5,171	5,148
Stone, clay & glass products	12,539	13,057
Coke	6,381	6,236
Metals & products	12,877	13,733
Motor vehicles & equipment	15,910	14,888
Waste & scrap materials	11,109	10,766
Forwarder & shipping assn. traffic	9,506	10,123
All other carloads	43,015	43,565
LCL traffic	206	211
Total cars loaded	435,551	432,652
Cumulative total,		
42 weeks	17,678,168	18,304,940
Estimated revenue ton-miles		
(billions), 42 weeks	752.0	739.1

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Oct. 10 totaled 35,474 cars (6.6% above the corresponding 1980 week) and 64,806 trailers or containers (up 10.0% from 1980). Cumulative volume for the first 41 weeks of 1981 is 1,340,382 (up 1.9% from 1980) and 2,432,089 trailers or containers (up 1.8% from 1980).

CANADIAN CARLOADINGS

Canadian railway freight loaded in the seven-day period ended Sept. 30 totaled 6.1 million tons (down 10.9% from 1980). Cars loaded totaled 85,631 (down 14.4% from 1980). Cumulative loadings for 1981 were up to 189.1 million tons (down 4.6% from 1980).

● **Conrail.**—Has completed a \$22-million equipment, yard and track project to serve two new General Motors plants at Moraine, Ohio. The two facilities—a light truck assembly plant and a diesel truck engine plant—comprise the largest new-plant location in Conrail's five-year history. The two plants will bring Conrail an estimated 20,000 carloads of traffic a year. Conrail expenditures include \$4 million for enclosed bi-level cars for carrying trucks, \$9 million for yard improvements at Moraine and Dayton, and \$9 million for track improvements on the Cincinnati-Dayton main line, which serves the Moraine plants. In addition to the new bi-levels, Conrail is assigning more than 500 auto parts boxcars and flatcars for traffic to and from the two plants.

● **Dade County Transportation Administration (DCTA).**—Westinghouse Electric—which early this year was awarded a contract by DCTA for design and construction of the Metro-Dade County Downtown Component of Metrorail (DCM)—has subcontracted with Nissho-Iwai American Corp. of Tokyo for the supply of vehicle shells valued at nearly \$2 million. Nissho-Iwai will supply 12 shells consisting of steel frames and doors, aluminum sides and tops, and fire retardant fiberglass ends. The DCM will complement the 21-mile Metrorail rapid transit system, now under construction, by distributing passengers from the downtown Government Center Station via a 1.9-mile elevated loop.

● **Missouri Pacific.**—Included in a \$20.4-million increase in its modernization budget for 1981 will be \$7.5 million for acquisition of additional roadway maintenance machinery and equipment, bringing total spending for this purchase to \$10.7 million. In the new orders (to be delivered by the end of the year) are 18 tampers equipped with laser liners, 18 ballast regulators, 7 bridge tie cranes, 10 automatic spike setters-drivers, 7 tie removers, and 4 Speed Swings.

● **New York City Transit Authority.**—Capital budget for 1982 is now estimated at \$1.296 billion, of which more than half—\$736 million—is earmarked for acquisition of more than 600 new rapid transit cars.

● **Santa Fe.**—Ordered two large-scale computer systems valued at more than \$18 million from Sperry Univac Division of Sperry Corp. The new computers, 1100/84 and 1100/82 multiprocessors, will be installed at the road's Topeka, Kan., data-processing center; with the computers, Santa Fe will be using the "MAPPER" software system developed by Sperry Univac.

